Section 15. Automated Radar Terminal Systems (ARTS)- Terminal

5-15-1. APPLICATION

ARTS/STARS may be used for identifying aircraft assigned a discrete beacon code, maintaining identity of targets, and performing handoffs of these targets between controllers.

NOTE-
USAF/USN. Where PIDP/DAIR equipment is capable of performing the functions described in this section, it may be used accordingly.

5-15-2. RESPONSIBILITY

This equipment does not relieve the controller of the responsibility to ensure proper identification, maintenance of identity, handoff of the correct target associated with the alphanumeric data, and separation of aircraft.

5-15-3. FUNCTIONAL USE

In addition to other uses specified herein, terminal automation may be used for the following functions:

    a. Tracking.

    b. Tagging.

    c. Handoff.

    d. Altitude information.

REFERENCE-
FAAO 7110.65, Altitude Filters, Para 5-2-23.

    e. Coordination.

    f. Ground speed.

    g. Identification.

5-15-4. SYSTEM REQUIREMENTS

Use terminal automation systems as follows:

NOTE-
Locally developed procedures, operating instructions, and training material are required because of differences in equipment capability. Such locally developed procedures shall be supplemental to those contained in this section and shall be designed to make maximum use of the ARTS equipment.

    a. Inform all appropriate positions before terminating or reinstating use of the terminal automation system at a control position. When terminating the use of terminal automation systems, all pertinent flight data of that position shall be transferred or terminated.

    b. Inform other interfaced facilities of scheduled and unscheduled shutdowns.

    c. Initiate a track/tag on all aircraft to the maximum extent possible. As a minimum, aircraft identification should be entered, and automated handoff functions should be used.

    d. Assigned altitude, if displayed, shall be kept current at all times. Climb and descent arrows, where available, shall be used to indicate other than level flight.

    e. Do not use the automatic altitude readout of an aircraft under another controller's jurisdiction for vertical separation purposes without verbal coordination.

5-15-5. INFORMATION DISPLAYED

    a. Two-letter ICAO designators or three-letter designators, as appropriate, shall be used unless program limitations dictate the use of a single letter alpha prefix.

    b. Use of the inhibit/select functions to remove displayed information no longer required shall be in accordance with local directives, which should ensure maximum required use of the equipment.

    c. Information displayed shall be in accordance with national orders and specified in local directives.

5-15-6. CA/MCI

    a. When a CA or MCI alert is displayed, evaluate the reason for the alert without delay and take appropriate action.

REFERENCE-
FAAO 7110.65, Safety Alert, Para 2-1-6.

    b. If another controller is involved in the alert, initiate coordination to ensure an effective course of action. Coordination is not required when immediate action is dictated.

    c. Suppressing/Inhibiting CA/MCI alert.

        1. The suppress function may be used to suppress the display of a specific CA/MCI alert.

2. The inhibit function shall only be used to inhibit the display of CA for aircraft routinely engaged in operations where standard separation criteria do not apply.

NOTE-
Examples of operations where standard separation criteria do not apply are ADC practice intercept operations and air shows.

3. Computer entry of a message suppressing a CA/MCI alert constitutes acknowledgment for the alert and signifies that appropriate action has or will be taken.

4. CA/MCI alert may not be suppressed or inhibited at or for another control position without being coordinated.

5-15-7. INHIBITING MINIMUM SAFE ALTITUDE WARNING (MSAW)

a. Inhibit MSAW processing of VFR aircraft and aircraft that cancel instrument flight rules (IFR) flight plans unless the pilot specifically requests otherwise.

REFERENCE-
FAAO 7110.65, VFR Aircraft in Weather Difficulty, Para 10-2-7.
FAAO 7110.65, Radar Assistance to VFR Aircraft in Weather Difficulty, Para 10-2-8.

b. A low altitude alert may be suppressed from the control position. Computer entry of the suppress message constitutes an acknowledgment for the alert and indicates that appropriate action has or will be taken.

5-15-8. TRACK SUSPEND FUNCTION

Use the track suspend function only when data block overlap in holding patterns or in proximity of the final approach create an unworkable situation. If necessary to suspend tracks, those which are not displaying automatic altitude readouts shall be suspended. If the condition still exists, those displaying automatic altitude readouts may then be suspended.